

ROARING DAY FOR TWO TINY SHIPS

The Cranky Half Moon, Though, Came Near Spoiling the Whole Show.

RAMMED INTO THE CLERMONT

Just Some Woodwork Carried Away, Nothing More, in Accident Down the Bay.

Shouting, Whistling and Cannonading for the Reproductions of the Old Timers—Huge Volume of Noise Proceeds From a Great Crowd Both on Land and Water—Millions, Likely, Watched the Progress of the Boating Fleet Up the Hudson and Greeted the Naval Parade—Vessels of Every Type and Many Nations in the Demonstration That Marked the Real Beginning of the Hudson Celebration—Receptions and Dinners a Part of the Day's Festivities, Made All the Better Because Weather Turned Out Favorable.

With Nature's amiable aid New York, assisted by several thousand foreign friends and several hundred thousand friendly neighbors, pitched in with kindly purpose to enjoy the start of the Hudson-Fulton celebration. New York's and its visitors' good intentions had the friendly favor of the weather throughout the day, and what started in with a multitude as perhaps merely a fairly active interest worked up with favorable circumstances throughout the day until it culminated in a burst of glorious enthusiasm.

Naturally the weather was on the minds of some millions of people who purposed taking part in or witnessing yesterday's various marine spectacles, but it has been observed that folks who are interested in the weather take note of it themselves. Therefore the general state and condition of the weather are given merely that permanent history may be set right on the matter. It is enough to say that the day was perfect—a cloudless sky, cool air and a brisk northerly wind which kept myriads of decorative flags briskly fluttering throughout the day and night.

Oh, but here is one thing more weather-wise that should be noted: Just as the last of the long marine parade was slowly making its way up around the northernmost end of the nine miles of battleships and as the first end of the evening parade was getting into formation the sun set, and finding over in the west there a filmy mist to paint it forthwith painted it in distinct and far flung streamers of orange and blue.

You observe the compliment. The unpainted mist supplied the streamers of white, and there at the end of a day which New York had devoted in large part to celebrating an achievement of an old Holland company the sun sank down peacefully behind a wide banner of its colors, orange, white and blue.

EARLY TO THE CELEBRATION.

New Yorkers are accused of being leisurely in starting their day, but they can be up brisk and smiling at 4 o'clock of a morning when they are on pleasure bent. It is the truth at the whimsical hour thousands of New Yorkers were diligently making their way to the free spaces of lawn and terrace and road and path on and along Riverside Drive and far beyond the point where the drive ends, away out to Spuyten Duyvil. Those who found good viewpoints at an early hour were not destined to wait in vain for entertainment. The stretches of the river were alive and brilliant with hundreds—literally it is not exaggeration to say with thousands—of craft, the little ones already in their places in the river oves, the big ones making their way to their appointed stations.

Then when eight bells ruffled up and down the long line of warships a magic occurred. At the very instant of the tap of the first bell nine miles of warships were briskly, almost instantly, dressed from stem to stern and up over their masts—those that had them—or their fighting tops—those that had them—or in the case of many of the Americans over the tops of those wonderful new towers which the wise tell us are designed to be occupied by men who control the fire of the guns.

Really it was an inspiring sight to see so many thousands of brilliantly colored flags flung all at once to that brisk cool breeze and to realize the orderly discipline which made possible such a beautiful transformation scene.

THE SALUTE BEGINS.

Soon after eight bells, early as it was, the German and French flagships lying about midway in the long column of war vessels marking the centre of the river began a bewildering series of salutes. The Germans fired from their gun decks, the French from saluting guns in their fighting tops, and whatever it is about—apparently had to do with a scouting up and down the river of launches flying Admirals' flags—it was a lively inauguration of a very gay day on old Hudson.

Not quite with the promptness of the eight bells, but while those salutes were going on, thousands of yachts, steam and sail, big, handsome, ocean-going private yachts, cruising and racing craft, many little motor boats, power boats of the kind upon which their owners and families live,

power boats of the kind which afterward dashed up and down the river at high speed, even little canoes, outfitted with tiny masts, all of them too dressed themselves in gala day colors.

Moving down the stretch of river past the Mayflower, marking the southernmost line of naval craft, there was yet no lack of life and color. The English, French and American liners on the New York side, the Scandinavian, German and Holland lines on the New Jersey side, all both as to their great ships and their long wharves noosing into the river, were elaborately dressed with flags and sometimes gayly decorated also with flowers and greenery.

ESCORT MAKING READY.

Further down the river, as one began to see the openings of the bays, were to be noticed the first evidence of the official escort which was later to precede the little replicas, the Clermont and the Half Moon, up the river. This evidence was in the form of a squadron of United States revenue boats, some of which were later to give good service in aid of the police boats.

A little beyond them, heading toward the Staten Island shore, you came upon a flotilla of United States torpedo boat destroyers, eight of them, low lying, black, businesslike concerns which, whatever their particular offices in war may be, are the most warlike looking craft in Uncle Sam's navy.

But among those on board the early investigating craft in Staten Island waters the liveliest interest was felt in the historic reproductions. They lay over in the wide mouth of the Kill van Kull, guarded by police boats, because every other kind of a boat which made its early appearance there displayed a too friendly interest and if untrained by police persuasion would fairly have nosed the little fellows out of the water.

THE HALF MOON'S BEAK.

Let it be known, then, that her bowsprit is a wonderfully carved and painted contraption shaped like the beak of a bird of prey. Her jibboom, on the contrary, is a modern looking spar, but not as its modern shape an extension of her bowsprit, but starts independently from her stern and rises at a more acute angle than her bowsprit. Stepped well forward is a mast, to which three square sails are rigged, and this whole mast has a slant forward instead of aft.

Her mainmast, square rigged also, has a modern staff and is of two pieces, and her mizenmast, a single stick, is rigged with a single spar sail somewhat like a spritsail, and also suggesting the lateen sail of Italian fishermen. She was manned with about twenty sailors dressed in sailor toggery of 1809 and officered by a skipper adorned with remarkable whiskers and a sugarloaf hat, and who wore white silk stockings.

The sailors themselves were in blue or red or buff jackets, heavy knickerbockers and woolen stockings. Many observers must have wondered if the strange little craft could sail, and thereby hangs a tale.

The hull of the Clermont is rather smart in appearance, but what made her remarkable to look upon was her boiler openly and honestly planted on deck and her uncovered side wheels looking like old-fashioned water wheels. At a quarter after 10 o'clock Dalzell gave a towline to the Clermont and the tug Dalzell passed out a new hemp hawser to the Half Moon, and under tow both craft began to move around toward St. George.

THE CLERMONT STARTS OFF.

Presently the Clermont's skipper, eager, as it appeared, to show that he could make headway under his own power, cast off his towline. The frank little millwheels began to revolve in the right direction, and to the surprise of a multitude the precise reproduction of the first steamer to ply the Hudson struck out an independent automatic course in a general direction of the St. George ferry landing. Observing this the skipper of the Half Moon had a feeling that that was more than human nature—Dutch human nature, anyway—should be called upon to stand without a challenge in kind.

It was the beginning of trouble. Eighty-four years ago a knickerbocked sailor on the Half Moon went shining up aloft and to the vociferous delight of every one they began shaking out the little craft. When these sails, which looked absurdly large in comparison with the size of the ship that bore them, began to draw, what did the Dutch skipper do but cast off his towline. Could she sail? Well, rather.

She turned her beaked nose toward St. George also and pursued a zigzag course after the Clermont. That was all right, and everybody cheered. Presently the Clermont got tired and her wheels stopped when she was within a stone's throw of the St. George ferry landing, and there she lay headed east. The Half Moon made a beautiful crescent turn and headed for the Clermont. Naturally no one thought that there was going to be trouble of the kind that occurred; it was thought the Dutch skipper had it in mind to show off some neat seamanship. Perhaps he would round the Clermont, draw up alongside and pass over a bottle of schnapps.

THE CRANKINESS OF THE HALF MOON.

Right here it should be explained that the rudder of the Half Moon can only be turned, and it is turned of course by an old fashioned whip staff, ten degrees port or starboard from centre. It appears that that isn't much of a turning for a sailor not brought up in the nautical school of 1809. Anyway that ten degrees wasn't enough for the Half Moon and she pursued a zigzag course toward the Clermont. People began to gasp.

The Clermont's skipper rang his paddles astern, and they actually made one half turn in that direction. Then he rang ahead, and the mill wheels turned

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AUTOS BY THE THOUSANDS.

The Drive Fairly Choked With Them During the Parade.

There are something like 80,000 automobiles licensed in this State, and a not very vivid imagination was needed yesterday afternoon to figure that most of them were on Riverside Drive. The pathway from Seventy-second street to 145th street was jammed with them, and when occasionally the police held them up in order to let persons cross the road, a tangle of about fifty were massed on either side of the traffic bar in a very few minutes.

The taxicab folk did a fine business, most of the fares riding sitting up on the folded over the top of the car to look over the heads of the crowd and get a view of the parade on the water that way. Owing to repairs, the part of the drive from 145th street to about 152d street is cut off from general use. The automobilists ran their cars into the piece of roadway that was left and parked them there. They also choked up the side streets from Broadway to the drive, between 145th and 152d streets, letting their cars run down the incline and stopping them in favorable places. It took a lot of trouble to reverse the machines back up the grade when the parade was over and the folks wanted to get away.

The drive was massed with people from an early hour in the day. The police took care to keep them moving on the sidewalks and did not let them fringe the wall in such numbers that passing was impossible. Riverside Park presented a number of splendid slopes which made excellent natural grand stands.

GREAT DAY FOR TAXICABS.

Every Motor Vehicle That Could Be Rented Was Taken Before Night.

The demand for motor vehicles of all sorts, and particularly taxicabs, exceeded all expectations last night. Managers of garages said that every available automobile was in service. As for taxis, the companies reported that if their equipment had been ten times as great the demand would have been far in excess of the supply.

The New York Taxicab Company had 700 machines in service. They were snapped up during the afternoon. The New York Transportation Company, with 500 machines on the street, had to begin refusing patrons long before the theatre hour. The Central Park Taxicab Company had 100 taxis out and could have smaller ones. Two or three of the latter companies, which have from fifteen to fifty machines in use reported that they had calls for hundreds. All the hotel stands were barren of anything resembling an automobile.

Fifth avenue, Broadway and Riverside Drive were crowded with automobiles, public and private; some stealthily stealing up behind the pedestrian and slipping him unawares, others distractingly impudent in their warnings. The New York Taxicab Company operated sixty-five coaches on Fifth avenue, its full complement. Every car, holding from forty to fifty persons, was crowded.

THE LONESOME EAST RIVER.

The Other Stream Had Almost All the Attractions Yesterday.

The East River could hardly have been more lonesome when Henry Hudson sailed into the harbor three centuries ago than it was yesterday. There was no tangle of boats off the Battery end, where each day big tows are made up to go to Albany, Troy and through the canal. No tug piled up and down seeking jobs or bent on some mission. The steam lighters that help to make it so busy were absent, and steam yachts, big steamers that are usually crowded with passengers bound for Eastern ports and other craft were missing too.

This loneliness was noticed from early morning. Occasionally a ferryboat with just a few passengers crossed the river, and once during the early afternoon a small harbor tug with a large load of bricks was seen bucking the tide. The piers were deserted too. All work seemed to have been suspended. The last of the business in the river was when the Sound steamers passed through early in the morning, crowded with visitors to the show. Everything had gone west. The street urchins who play about the piers and the waterfront had gone, and it was quieter on each side of the East River than on Sunday.

Brooklyn seemed deserted too, except that part that fronted on the water where the big pagoda was. A few blocks away from that waterfront the borough was deserted. In walking through these deserted streets one occasionally saw smoke rising from a chimney, showing that a few had remained at home, and once in a while a perambulator was seen on the street.

WHAT WILL AIL THEM?

Pallades Spectators Nestled in Luxurious Clumps of Poison Ivy.

A great many persons who saw yesterday's big parade from the wooded slopes of the Pallades over in Jersey will probably wonder in the near future what is the matter with their faces and hands. It is probable that physicians and others will tell them that they are suffering from ivy poisoning.

The climbing three leafed ivy grows luxuriantly in many of the prettiest spots on the top and sides of the bluff, and as nearly all the shady nooks, accessible rocks and other "good places" were occupied during the afternoon and evening the poisonous vine had a chance to get in its work.

Persons who do not live in the country snuggled comfortably in great clumps of ivy leaves and handled the vine with no thought of future trouble. Others got off sections of the vine which partly obstructed their vision and made wreaths of the leaves. The wise ones who knew what the shrub is capable of doing believe that the poison ivy crop of irritating itches will be a large one.

Two British Ships Open.

Two of the British battleships stationed in the harbor will be opened to the public next week every afternoon from 2 to 5 o'clock. They will be distinguished by a yellow and red diagonal flag.

TO SEE HUDSON-FULTON PARADE. From Riverside Stand, in channel location, boats on sale to-day, at 25, 35, 45, 55, 65, 75, 85, 95, 105, 115, 125, 135, 145, 155, 165, 175, 185, 195, 205, 215, 225, 235, 245, 255, 265, 275, 285, 295, 305, 315, 325, 335, 345, 355, 365, 375, 385, 395, 405, 415, 425, 435, 445, 455, 465, 475, 485, 495, 505, 515, 525, 535, 545, 555, 565, 575, 585, 595, 605, 615, 625, 635, 645, 655, 665, 675, 685, 695, 705, 715, 725, 735, 745, 755, 765, 775, 785, 795, 805, 815, 825, 835, 845, 855, 865, 875, 885, 895, 905, 915, 925, 935, 945, 955, 965, 975, 985, 995, 1005, 1015, 1025, 1035, 1045, 1055, 1065, 1075, 1085, 1095, 1105, 1115, 1125, 1135, 1145, 1155, 1165, 1175, 1185, 1195, 1205, 1215, 1225, 1235, 1245, 1255, 1265, 1275, 1285, 1295, 1305, 1315, 1325, 1335, 1345, 1355, 1365, 1375, 1385, 1395, 1405, 1415, 1425, 1435, 1445, 1455, 1465, 1475, 1485, 1495, 1505, 1515, 1525, 1535, 1545, 1555, 1565, 1575, 1585, 1595, 1605, 1615, 1625, 1635, 1645, 1655, 1665, 1675, 1685, 1695, 1705, 1715, 1725, 1735, 1745, 1755, 1765, 1775, 1785, 1795, 1805, 1815, 1825, 1835, 1845, 1855, 1865, 1875, 1885, 1895, 1905, 1915, 1925, 1935, 1945, 1955, 1965, 1975, 1985, 1995, 2005, 2015, 2025, 2035, 2045, 2055, 2065, 2075, 2085, 2095, 2105, 2115, 2125, 2135, 2145, 2155, 2165, 2175, 2185, 2195, 2205, 2215, 2225, 2235, 2245, 2255, 2265, 2275, 2285, 2295, 2305, 2315, 2325, 2335, 2345, 2355, 2365, 2375, 2385, 2395, 2405, 2415, 2425, 2435, 2445, 2455, 2465, 2475, 2485, 2495, 2505, 2515, 2525, 2535, 2545, 2555, 2565, 2575, 2585, 2595, 2605, 2615, 2625, 2635, 2645, 2655, 2665, 2675, 2685, 2695, 2705, 2715, 2725, 2735, 2745, 2755, 2765, 2775, 2785, 2795, 2805, 2815, 2825, 2835, 2845, 2855, 2865, 2875, 2885, 2895, 2905, 2915, 2925, 2935, 2945, 2955, 2965, 2975, 2985, 2995, 3005, 3015, 3025, 3035, 3045, 3055, 3065, 3075, 3085, 3095, 3105, 3115, 3125, 3135, 3145, 3155, 3165, 3175, 3185, 3195, 3205, 3215, 3225, 3235, 3245, 3255, 3265, 3275, 3285, 3295, 3305, 3315, 3325, 3335, 3345, 3355, 3365, 3375, 3385, 3395, 3405, 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